



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAA)

Board Meeting Minutes

May 14, 2014

Offices of the Chicago Metropolitan Agency for Planning (CMAA)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Board Members Present:

Gerald Bennett, CMAA Board Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Roger Claar-representing Will County, Elliott Hartstein-representing Lake County, Al Larson-representing Northwest Cook County, Lisa Laws-representing the City of Chicago, Andrew Madigan-representing the City of Chicago, Raul Raymundo-representing the City of Chicago, Rick Reinbold-representing South Cook County, William Rodeghier-representing Suburban Cook County, Rae Rupp Srch-representing DuPage County, Carolyn Schofield-representing McHenry County, Tom Weisner-representing Kane and Kendall Counties (via tele-conference) and non-voting member Leanne Redden-representing the MPO Policy Committee.

Please note: mistakenly the non-voting members of the Board were not included in the packet distribution for the April and May meetings. Therefore, Sean O'Shea and Andre Ashmore were not present for these meetings. Staff apologizes for this error.

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Gordon Smith, Andrew Williams-Clark, Lindsay Hollander, Jesse Elam, and Sherry Kane

Others Present:

Mike Albin-DMMC, Kristen Andersen-Metra, Jennifer Becker-Kane/Kendall Council of Mayors, Chalen Daigle-McHenry County Council, John Donovan-FHWA, Colin Fleming-Metro Strategies, Patrick Knapp- Kane/Kendall Council of Mayors, Hugh O'Hara-Will County Governmental League, Vicky Smith-Southwest Conference, Chris Staron-NWMC, Tom VanderWoude-SSMMA, Mike Walczak-NWMC and Barbara Zubek-Southwest Conference.

1.0 Call to Order and Introductions

CMAF Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:34 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes.

3.0 Approval of Minutes

A motion to approve the minutes of the April 9, 2014, meeting of the CMAF Board as presented was made by Mayor Al Larson and seconded by Rae Rupp Srch. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Randy Blankenhorn reported that the Local Technical Assistance (LTA) program update had been included in the Board packet. The Regional Freight Leadership Task Force, Blankenhorn also reported was wrapping up its work, its last meeting is scheduled for May 30, and Task Force chair Mike Gorman will be invited to the June Board meeting to present findings and recommendations. Blankenhorn gave a brief summary of the latest report from the CMAF policy team, the O'Hare Subregional Freight-Manufacturing Drill-Down Report that is now available and announced the resignation of Matt Maloney, CMAF Deputy Chief of Staff who had headed up the policy group, thanked him for his service to the agency, acknowledged that his leadership will be missed and wished him well. The final FLIP presentation, Blankenhorn continued, had been hosted at LaCasa, thanked everyone for another successful year's program and reported that CMAF has begun recruiting for the 2014-15 school year. Finally, Blankenhorn reported that the NAFTA conference, sponsored (in part) by CAGTC was held in Chicago and CMAF had been able to meet with its Los Angeles counterparts as well as briefly meeting with the US DOT secretary. Rae Rupp Srch, who had attended the conference, offered that an alarming number of arctic freight routes are being opened up.

5.0 Procurements and Contract Approvals

The following procurements and contract approvals were presented. A motion to approve a contract with the Conservation Foundation totaling \$49,790 to refine the Chicago Wilderness Green Infrastructure Vision made by Mayor Al Larson, seconded by Rae Rupp Srch, and with all in favor, carried. A motion to approve a contract with Camiros totaling \$75,060 to create Development Regulations for the Village of Campton Hills, made by Elliott Hartstein, was seconded by Mayor Larson, and with all in favor, carried. A motion to approve a contract with Gewalt Hamilton Associates for \$50,000 to provide advisory transportation engineering services to support LTA projects, made by Rae Rupp Srch, seconded by Mayor Larson and with all in favor, carried. A motion to approve a contract with Omegabit to provide web hosting (\$8,640) and professional services (up to \$14,000) made by Commissioner Peter Silvestri, seconded by Elliott Hartstein and with all in favor, carried. Finally, a motion to approve the contract with Clever Franke totaling \$212,830 to provide Web Front-End Development and Data Visualizations for GO TO 2040 Indicators, made by President Rick Reinbold was seconded by Mayor Larson. Responding to a question for additional clarification, staff explained that this project builds on the new website that was launched last fall that will provide interactive web-based

visualizations based on selected regional indicators that measure progress in implementing GO TO 2040. Its primary purpose is to educate policy makers, the general public, business leaders, and news media. All in favor, the motion carried.

6.0 Committee Reports

Local Coordinating Committee Chair Rita Athas reported that the committee had met earlier in the morning and that staff from the Chicago Department of Planning and Development (DPD) described the Chicago Neighborhoods Now program, which is seeking to provide a framework for planning and capital investment across the City of Chicago. Baseline plans for each of sixteen market areas are expected to be complete by the end of the calendar year. CMAP intends to coordinate extensively this year on with the Department in the selection of LTA projects in the City. Athas went on to say that CMAP staff described the model toolkits and ordinances program and that through this program staff develop toolkits and approaches to challenging planning topics. Material is then made available to communities and is used to inform future LTA projects. One example, CMAP developed a parking toolkit in 2012, and has since used it to guide local projects in Hinsdale, Wicker Park-Bucktown, and Berwyn. Finally, Athas reported that the call for LTA projects began in May, with applications due on June 26 and that the Board will be asked to approve a new LTA program in October.

7.0 CMAP & MPO Memorandum of Understanding

Having reached consensus at last month's meeting, an alternate to the non-voting member of the Board that represents the MPO Policy Committee was recommended. Accordingly, the CMAP by-laws and the Memorandum of Understanding with the Policy Committee were amended and presented for approval. A motion to adopt the amendment to the By-Laws and the MPO Memorandum of Understanding, as presented, made by Elliott Harstein, seconded by Commissioner Peter Silvestri and with all in favor, carried.

8.0 U.S. Department of Transportation Certification

Metropolitan Planning Specialist of the Federal Highway Administration John Donovan presented findings of the U.S. DOT certification review of the Metropolitan Planning Process for the Northeastern Illinois Transportation Management Area (TMA) conducted during the fall of 2013. Background provided by Donovan included six such reviews had been conducted since 1991, that Chicago is the third-largest TMA in the U.S., and one of five (population greater than 200,000) in Illinois. Involved in the review, Donovan also reported are, FHWA, FTA, U.S. EPA, Metropolitan Planning Orgs, State Departments of Transportation and Public Transit Providers. The structure and administration of the planning process is reviewed along with twelve planning regulations, the Civil Rights and Americans with Disabilities Acts and conformity with the Clean Air Act in air quality non-attainment area. Donovan covered the federal planning emphasis, phases of the review, potential outcomes, and reported that full certification will be forthcoming. Highlighted as best practices were the LTA program, performance-based funding, and the FLIP and CMAQ programs and Donovan concluded with a brief outline of recommendations that will cover the dual leadership structure and the role of the Policy Committee and the CMAP Board, definition of major capital (capacity adding), transparent and well documented surface transportation program and the sub-allocation of funds.

9.0 State Legislative Update

CMAP staff Gordon Smith reported that staff recommends that the board continue to take positions on bills that affect the implementation of GO TO 2040, by supporting HB 5785 that encourages intergovernmental collaboration and the consolidation of certain special districts (cemetery maintenance, for example) and by supporting the bill that transitions the bus-on-shoulder program from a pilot to a permanent program. Further, Smith reported, staff recommends that the board continue to oppose three bills that limit efficient governance and local governments' ability to pursue coordinated investments. A motion to support staff recommendations as outlined in the state legislative update by Commissioner Peter Silvestri, seconded by Mayor Al Larson, and with all in favor, carried.

Smith also reported that staff is also following HB 6086 related to funding CMAP at \$3,000,000 (versus \$3.5) which had been assigned to committee, a draft related to Illiana and a public private partnership, as well as HB 5664 (Bus-on-Shoulder) is at second reading and should be approved soon.

10.0 GO TO 2040 Plan Update

As required by federal law, CMAP staff Andrew Williams-Clark reported that the process of updating GO TO 2040 that began in the summer of 2013, is on track to be released for public comment following the June meetings of the CMAP Board and MPO Policy Committee. Working Committees had been asked to review the draft plan summary by May 26. Over the past several months the financial plan was revised and implementation action areas were updated. Asked to explain general indicators and reference to the plan's population growth lagging, Williams-Clark reported that staff have updated socioeconomic forecasts to reflect 2010 decennial census data that were not available when GO TO 2040 was adopted.

10.1 Financial Plan

CMAP staff Lindsay Hollander reported that much of the material contained in the Board memo had been reported at previous meetings and explained what is new, based on additional conversations with implementing agencies that resulted in modifications to the forecast for roadway capital maintenance to a safe and adequate level. Hollander went on to say that the forecast assumes that less roadway reconstruction will occur over the planning period, the expenditure forecast based on this assumption is around \$8 billion lower, that staff continued to examine the reasonably expected revenues included in the forecast, and felt that it would be reasonable to remove the regional vehicle registration fee from the forecast. After accounting for those changes, Hollander continued, \$371 billion in revenues to provide for \$329 billion in operations and maintenance costs, would leave \$42.2 billion remaining to move the system toward a state of good repair, provide for system enhancements, and expand the transportation system. Of that, \$29.9 billion would be allocated to move the system toward a state of good repair and provide for system enhancements, while \$12.3 billion remains allocated to expand the system via major capital projects.

10.2 Major Capital Projects

As a reminder, CMAP staff Jesse Elam reiterated what is meant by a major capital project (new capacity on the expressway system or a transit project that is comparable in scale) and projects in the plan are fiscally constrained (funded given expected revenues). The major capital projects as in the original GO TO 2040 plan, minus three projects that have been completed, and two projects amended into the plan in 2013 remains and the update continues the same priorities as the original plan, Elam continued. Elam also discussed the on-going benefit of projects—one recommendation to add capacity to existing expressways while using congestion pricing to manage demand on the facilities. Transit improvements, including the Red/Public Line Modernization project and several Metra improvements are included, Elam reported, and the West Loop Transportation Center had been scaled back since the original GO TO 2040. New projects and extensions were covered, including the extension of the CTA Red Line, the Elgin O'Hare Western Access, the Illiana Expressway, the IL 53/120 Tollway and the extension of the UP Northwest line. Elam concluded with cost comparisons from the original plan to the update, (\$10.5 billion and \$12.33 billion, respectively).

11.0 DRAFT FY 2015 Work Plan and Budget

Executive Director Randy Blankenhorn highlighted the following from the FY 2015 Draft Budget document: the core budget is slightly increased from last year's adopted budget since the EI2 and HUD grants expired last year; included as pass through is the responsibility for all of the UWP grants; 75% of the budget's revenue comes for federal transportation dollars through the UWP process; the Governor's proposed budget includes \$3 million for CMAP through IDOT, and CMAP is confident that IDOT is working to restore the funding at previous years' levels of \$3.5 million; staff are budgeted at 101; and resources for LTA, included as pass through, total \$700,000.

Briefly, turning attention to the work plan, Blankenhorn reported that there are 11 core programs proposed for next year's work plan, all of which are priorities in GO TO 2040. Thoughts about developing the next long-range plan, as a core program, are tied to completing the GO TO 2040 update that will be adopted in October, as work continues in identifying project managers and teams. We also are continuing our work in our performance-based programming. A final version of the Budget and Work Plan will be presented at the June meeting for approval, Blankenhorn concluded.

12.0 Other Business

There was no other business before the Board.

13.0 Public Comment

There were no comments from the public.

14.0 Next Meeting

The CMAP Board is scheduled to meet next on June 11, 2014.

15.0 Closed Session – IOMA Section 2(c)(11) and IOMA Section

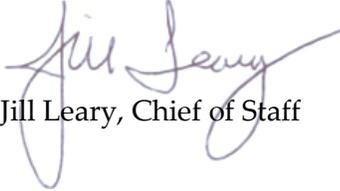
At 10:37 a.m., a motion to adjourn the regular board meeting to an executive session was made by Frank Beal and seconded by Andrew Madigan. All in favor, the motion carried.

At the conclusion of the closed session, Chairman Bennett announced that the CMAP Board had considered a matter of litigation and the office lease, and that no action had been taken.

16.0 Adjournment

A motion by Commissioner Peter Silvestri was seconded by Rita Athas to adjourn the regular meeting at 10:58 a.m. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Chief of Staff

05-28-2014
/stk

Approved with minor correction (Mayor Al Larson represents Northwest Cook County), by unanimous vote, June 11, 2014.